DOCUMENT RESUME

ED 107 795 CE 003 889

TITLE	Highway Safety Program Manual: Volume 6: Codes and Laws.
INSTITUTION	National Highway Traffic Safety Administration (DOT), Washington, D. C.
PUB DATE	Nov 74
NOTE	33p.; For related documents, see CE 003 883-888 and CE 003 890-901
AVAILABLE FROM	Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402 ($1.20)
EDRS PRICE	MF-$0.76 HC-$1.95 PLUS POSTAGE
DESCRIPTORS	Evaluation Criteria; Evaluation Methods; Federal Legislation; *Federal Programs; *Guidelines; Laws; Local Government; Objectives; Policy; Program Evaluation; Reports; State Government; *State Legislation; State Programs; *Traffic Regulations; *Traffic Safety
IDENTIFIERS	*Highway Safety

ABSTRACT

Volume 6 of the 19-volume Highway Safety Program Manual (which provides guidance to State and local governments on preferred safety practices) concentrates on codes and laws. The purpose and specific objectives of the Codes and Laws Program, Federal authority in the area of highway safety, and policies regarding traffic regulation are described. Program development and operations (the need for a study officer, a comparison of State traffic laws with the Uniform Vehicle Code, and achievement of intrastate uniformity) are presented. Criteria for program evaluation and evaluation procedures are specified. Different types of reports (on traffic laws and ordinances, on program evaluation, and for the National Highway Traffic Safety Administration) are explained. Local government participation is outlined. Appendixes contain the Highway Safety Program Standard Six, Codes and Laws; a glossary of definitions; references; a list of representative projects, and a list of resource organizations. (NH)

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Highway Safety Program Manual NO. 6

Codes and Laws

NOVEMBER 1974

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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HIGHWAY SAFETY PROGRAM MANUAL

VOLUME 6

CODES AND LAWS

This manual is designed as a guide for States and their political subdivisions to use in developing highway safety program policies and procedures. It does not supersede the requirements of Highway Safety Program Standard No. 6.

FOREWORD

As part of the Highway Safety Program Manual, this volume is designed to provide guidance to State and local governments on preferred highway safety practices. Volumes comprising the Manual are:

0. Planning and Administration
1. Periodic Motor Vehicle Inspection
2. Motor Vehicle Registration
3. Motorcycle Safety
4. Driver Education
5. Driver Licensing
6. Codes and Laws
7. Traffic Courts
8. Alcohol in Relation to Highway Safety
9. Identification and Surveillance of Accident Locations
10. Traffic Records
11. Emergency Medical Services
12. Highway Design, Construction, and Maintenance
13. Traffic Engineering Services
14. Pedestrian Safety
15. Police Traffic Services
16. Debris Hazard Control and Cleanup
17. Pupil Transportation Safety
18. Accident Investigation and Reporting

The volumes of the Manual supplement the Highway Safety Program Standards and present additional information to assist State and local agencies in implementing their highway safety programs.

The content of the volumes is based on the best knowledge currently available. As research and operating experience provide new insights and information, the Manual will be updated.

The volumes of the Highway Safety Program Manual deal with preferred highway safety practice and in no way commit the Department of Transportation to funding any particular program or project.

Many expert organizations and individuals at all levels of government and in the private sector contributed heavily in the preparation of the volumes of the Manual. The Department appreciates greatly this help in furthering the national program for improving highway safety for all Americans.

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Chapter I. Purpose

II. Authority

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Appendix A Highway Safety Program Standard 6, Codes and Laws

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Par. I. Introduction
II. Purpose
III. Specific Objectives

I. INTRODUCTION

The State should update existing traffic codes and laws to deal with problems that did not exist prior to the advent of modern motor vehicle travel. In addition, since there are substantial interstate and intrastate differences in basic traffic laws and ordinances, each State should initiate plans to decrease the inconsistency of codes and laws that tend to confuse drivers and adversely affect safe vehicular and pedestrian traffic.

House Report 1700, 89th Congress, 2d Session, p. 19, stated well both the problem and objective to which this volume of the Manual and the Standard on Codes and Laws are addressed:

> ". . . basic motor vehicle codes and traffic laws should be made uniform throughout the Nation. The laws in the field are literally a jungle of confusion. There is a vast array of changing and conflicting traffic laws and control systems as we drive from State to State . . . This situation not only makes it impossible for the driver to know what the law is, but it encourages him to ignore the laws."

II. PURPOSE

The purpose of the Codes and Laws Program is to achieve uniform traffic regulation throughout the nation.

III. SPECIFIC OBJECTIVES

The State should develop and implement a traffic codes and laws program which includes plans to:

A. Eliminate all major variations in traffic codes, laws, and ordinances among its political subdivisions.

B. Increase the compatibility of these ordinances with a unified, overall State policy on traffic safety codes and laws.

C. Further the adoption of appropriate aspects of the Rules of the Road chapter of the Uniform Vehicle Code.*

*National Committee on Uniform Traffic Laws and Ordinances, Uniform Vehicle Code, Rev. ed. 1968 and latest supplement thereto.

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The authority for the Highway Safety Program is vested in the Secretary of Transportation in accordance with Chapter 4 of Title 23, U.S.C. (hereinafter referred to as the Highway Safety Act of 1966). Section 402(a) states that:

> ". . . uniform standards shall be promulgated . . . so as to improve driver . . . and pedestrian performance . . . In addition, such uniform standards shall include provision for vehicle codes and laws . . ."

Pursuant to the requirements of the Highway Safety Act of 1966, the Secretary issued Highway Safety Program Standard 6, Codes and Laws. The Standard appears as Appendix A of this volume.

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Chapter III. GENERAL POLICY	November 1974

Par. I. General Policy
II. Policy Statements

I. GENERAL POLICY

The general policy of the Department of Transportation, as specified in the Standard, is identification and elimination of major variations among traffic laws and ordinances within a State and among the several States, using as a basis the Rules of the Road portion of the latest edition of the Uniform Vehicle Code.

II. POLICY STATEMENTS

The Department of Transportation subscribes to the policy represented by the Standard and the following statements:

A. The only rational foundation for traffic regulation throughout the nation is uniformity of traffic laws and ordinances within and among the several States.

B. Maximum uniformity should be achieved by the voluntary and cooperative action of State and local governments and not by coercive or direct Federal action.

C. Although the minimum degree of standardization implicit in the concept of uniform traffic laws is that common conduct should everywhere be expected of drivers and pedestrians in essentially similar situations, fewer doubts concerning such conduct will occur when the rules of the road are textually identical in each and every State.

D. The purpose of the Standard, which is to achieve uniformity among traffic laws and ordinances, should not, however, be a deterrent to such experimentation or innovation as may be reasonably expected to improve the safe and efficient use of the nation's highways.

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Par. I. Introduction
II. Codes and Laws Study Officer
III. Comparison of State Traffic Laws with Uniform Vehicle Code
IV. Achievement of Intrastate Uniformity
V. Additional Plans to Achieve Uniformity

I. INTRODUCTION

Since traffic laws and ordinances provide regulatory standards for driver and pedestrian conduct and constitute the legal framework for official action, they affect virtually everyone each day. The increases in both the nationwide traffic and highway safety problems underscore the need for traffic laws and ordinances to be based on realistic principles, to be explicitly stated, and to be uniform within and among the several States. Until achievement of uniform traffic regulation throughout the country, including both uniformity of fundamental principles and textual identity where appropriate, both drivers and pedestrians will continue to be faced with confusing and highly variable ground rules inconsistent with national highway safety objectives.

II. CODES AND LAWS STUDY OFFICER

To develop and implement an effective codes and laws program, the State should assign responsibility for making the studies suggested below to one officer, council, bureau, or other governmental agency, hereinafter referred to as "the codes and laws study officer."

III. COMPARISON OF STATE TRAFFIC LAWS WITH UNIFORM VEHICLE CODE (UVC)

To work toward a maximum degree of nationwide uniformity among traffic laws, the State should develop a program having the following operational features:

A. Preliminary steps.

The preliminary implementation of a traffic codes and laws plan as a component of each State's Comprehensive Highway Safety Program (SCHSP) should include arrangements for the conduct of a comparative study of existing State traffic laws alongside those provisions in Chapters 1, 10, and 11 of the latest version of the Uniform Vehicle Code. The study should embrace those sections of State motor vehicle codes or traffic laws relative to statutory definitions of words and phrases, duties at traffic accidents, accident reporting, and what are generally known as "Rules of the Road" – those rules and regulations that affect citizens directly as they drive and walk on public streets and highways.

B. Applicability.

Once the comparative study is completed and the findings evaluated and prepared in report form, a sound basis exists for documenting the need for and desirability of modernizing and strengthening the State's body of traffic law. Informed public and legislative considerations will be facilitated by systematic study and analysis with primary focus directed toward achieving reasonable uniformity with the laws of other States.

C. Format of comparative study.

Comparative studies performed by various States in recent years generally follow a conventional format which provides a meaningful review and evaluation of State motor vehicle and traffic law from the standpoint of uniformity and comprehensiveness. Drawing upon the common experience and prevailing practices of these States, the documentation of a traffic law study and report should include:

1. A narrative of the broad fundamental differences between the laws of the State and pertinent provisions of the Uniform Vehicle Code. The purpose of the narrative is not to itemize each difference, but rather to provide an overview of the substantive differences between State law and pertinent provisions of the Uniform Vehicle Code.

2. A side-by-side comparison of each Code provision and State law, including a short commentary and comparison of other State laws on the point in question, with specific reference to laws of bordering jurisdictions. Commentaries should describe essential similarities and distinctions, verified by reference to the appropriate statutory citations.

3. An illustrative text of the State's laws modified to the extent that such laws would be in verbatim conformity with the parts of the Code that are within the scope of the study. The text would have a dual purpose: first, to indicate what technical modifications would be necessary in preparing legislative bills based on whatever decisions are made about the use of the Code provisions; second, to present as clear a picture as possible of the points of similarity and difference between State laws and regulations alongside UVC provisions, the extent of incorporation of new provisions and the extent of retention of existing provisions. The illustrative text should follow the general practice of matter to be deleted and underlining matter to be added. Sections of the Code comparable to those in the text may be shown in marginal brackets.

4. A special supplement to the illustrative text which identifies statutory provisions concerning powers of localities in connection with traffic ordinances and regulations.

D. Traffic law study agreements and contracts.

It is recognized that some State authorities customarily arrange for the conduct of comparative law studies and recodifications of State motor vehicle codes and local traffic ordinances through agreements and contracts executed with external legal consultants, including area educational institutions of higher learning which maintain law schools and institutes. In the event that the services of student research assistants are utilized by the State Codes and Laws study officer or by the traffic law study contractor, it is advisable that such aides be qualified as senior or graduate students of accredited schools of law.

E. Disposition of traffic law studies.

Any policy positions considered by a State with regard to proposed legislation will be enhanced by the availability of comparative studies which reveal weaknesses and ambiguities in existing motor vehicle and traffic laws. In the development of such positions, the Codes and Laws Study Officer should furnish copies of the studies to appropriate State and local officials and agencies for comment and for clarifications of certain provisions they deem essential in fulfilling administrative and enforcement responsibilities anticipated in any modification to existing laws. Simultaneously, a digest of the State study should be prepared for use by the Governor or his representative for highway safety and public distribution to the news media and members of State business and professional associations, automobile clubs, safety councils, and those citizens concerned with the drafting of effective and progressive motor vehicle and traffic laws. Hence, the study will serve as a catalyst, bringing together the research, experience, technology, and perspective of various professions and disciplines as well as the diverse points of view held by highway users and the general public. In aggregate, these are essential in the effective formulation of broad general public policies and laws governing the use of the highway transportation system.

IV. ACHIEVEMENT OF INTRASTATE UNIFORMITY

To achieve a high degree of uniformity among the traffic ordinances of all political jurisdictions within the State, consideration should be given to the development of a continuing program that includes the following elements:

A. Authority of political subdivisions to enact traffic ordinances.

The codes and laws study officer should determine which political subdivisions within the State have authority to enact traffic ordinances, as well as the extent of such authority, and prepare a compilation of those local authorities which have enacted such ordinances. This study and compilation should be updated periodically.

B. Statewide traffic law.

The State should consider a plan to have one Statewide traffic law that obviates the necessity of duplicate traffic ordinances.

C. Model traffic ordinance.

As part of a plan to eliminate traffic ordinances that are inconsistent with traffic laws, the State should consider the development and maintenance of a model traffic ordinance that local authorities may adopt by reference. In this respect, the State should ensure that:

1. Whenever practicable, the model traffic ordinance should be limited to provisions which supplement traffic laws.

2. If duplication of traffic laws by local authorities is necessary, the model traffic ordinance should be cross-referenced to the traffic law it duplicates to facilitate identification of the substantive provisions in a specified traffic ordinance.

D. Comparative traffic ordinance studies.

The State should encourage comparisons of traffic ordinances with provisions of the latest edition of a State model traffic ordinance, the Model Traffic Ordinance,* or State traffic laws. In some States, however, a comparison with traffic laws may be necessary only to identify traffic ordinances preempted by the existence of a Statewide traffic law.

V. ADDITIONAL PLANS TO ACHIEVE UNIFORMITY

Plans suggested to achieve uniform traffic laws and ordinances should not, however, be a deterrent to any additional plans to promote such consistency as may be reasonably calculated to advance the purpose of the Standard. Therefore, each State is encouraged to develop and implement such additional plans as may

*National Committee on Uniform Traffic Laws and Ordinances, Model Traffic Ordinance, Rev. ed. 1968 and latest supplement thereto.

be necessary or desirable for achieving the maximum degree of interstate uniformity among traffic laws and intrastate uniformity among traffic ordinances.

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Par. I. Introduction
II. Purpose of Evaluation
III. Evaluation Criteria
IV. Recommended Evaluation Procedure

I. INTRODUCTION

An evaluation should be considered an inherent part of any plans for the development and implementation of a codes and laws program. In this respect, program evaluation should be recognized as an essential activity to be accomplished through the establishment of specific procedures to obtain and analyze program status and needs.

II. PURPOSE OF EVALUATION

The State should annually evaluate its codes and laws program to determine not only present status but also actual progress toward the achievement of program objectives for both interstate and intrastate uniformity. Such evaluation by the State is essential to establishing an information base useful for identifying program adjustments and determining program priorities.

III. EVALUATION CRITERIA

Evaluation of the codes and laws program should ascertain whether objectives are being realized and whether implementation is proceeding on schedule. The criteria for such an evaluation should include at least the following factors of program effectiveness:

A. Identification of traffic laws and ordinances.

The State should consider for measurement of the effectiveness of its codes and laws program those factors which enable

identification of all traffic laws that differ in any material way from comparable provisions in Chapter 11 of the 1968 or latest edition of the Uniform Vehicle Code, as well as all substantial differences among traffic ordinances that are a hindrance to achievement of a high degree of both interstate and intrastate uniformity.

B. Measures of program effectiveness.

The State should calculate its progress toward the achievement of a high degree of uniformity among traffic laws and ordinances by using qualitative as well as quantitative measures of program effectiveness.

1. Qualitative measure.

The qualitative approach identifies the existence or non-existence of desirable program characteristics. A qualitative measure gives primary consideration to the number of traffic laws and ordinances containing material differences from existing regulatory standards such as the Uniform Vehicle Code or the Model Traffic Ordinance. This technique considers an increase or decrease in the total number of differences a significant indicator of program effectiveness.

2. Quantitative measure.

Whereas the qualitative approach assumes equal significance among traffic laws and ordinances, the quantitative approach recognizes the nature and significance of material differences between a traffic regulation of the State or of a local authority within the State and existing guidelines embodied in such regulatory standards as the Uniform Vehicle Code and the Model Traffic Ordinance. This technique considers the number of individuals exposed to a specific situation, the frequency of that situation, and its relationship to highway safety.

IV. RECOMMENDED EVALUATION PROCEDURE

Since measurement of the effectiveness of the codes and laws program is essentially a process of comparing current status or achievement to a predetermined level of performance as set forth

in recognized regulatory standards, the State should annually summarize the progress and quality of its program as follows:

A. Measure of program progress and quality.

The State should consider including the following measures of program progress and quality in its evaluation plans:

1. Summary of progress.

The State, following the guidelines suggested as factors to consider and criteria to use in program evaluation, should not only summarize actual quantitative progress as reflected in substantial changes in traffic regulations but also determine which reasons and approaches had a significant relationship to program effectiveness.

2. Periodic review of quality of studies.

The State should consider a periodic review of the quality of its traffic laws studies described in Chapter IV, paragraph III, of this volume by an advisory panel or committee of qualified persons when such review would be appropriate and desirable to:

a. Improve the quality of such studies.

b. Verify the accuracy of any conclusions based thereon as to the existence of material differences.

c. Foster informed legislative deliberations.

B. Evaluation procedures.

The State should consider the following evaluation procedures in determining the effectiveness of its codes and laws program:

1. Program reports.

The initial and subsequent annual reports should be considered as not only administrative requirements for

cooperative Federal-State programming but also the basic compilation of information required for program evaluation.*

2. Comparative analysis of program reports.

   The initial and subsequent annual reports prepared by the State to describe its codes and laws program should be the comparative elements for both a qualitative and quantitative analysis to determine the extent of actual progress toward uniformity.

*These reports are more fully described in Chapter VI.

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Par. I. Program Information Requirements
II. Reports on Traffic Laws
III. Reports on Traffic Ordinances
IV. Reports on Program Evaluation
V. Reports to the National Highway Traffic Safety Administration

I. PROGRAM INFORMATION REQUIREMENTS

In order to determine present status as well as actual progress toward the achievement of program objectives for both interstate and intrastate uniformity, meaningful program information is required. Such information should be incorporated into program reports prepared by the State codes and laws study officer as well as by local authorities.

II. REPORTS ON TRAFFIC LAWS

The State should prepare reports on the status of its traffic laws.

A. Initial report.

The codes and laws study officer should be responsible for preparing an initial report listing, or summarizing and listing, all current traffic laws in the State that differ in any material way from the provisions in Chapter 11 of the latest edition of the Uniform Vehicle Code. The initial report should:

1. Be based on the comparative study described in Chapter IV, paragraph III, of this volume.

2. Whenever practicable, follow the sequence of sections in the Uniform Vehicle Code and include such citations to the comparable traffic law.

3. List or summarize those traffic laws that have no counterpart in the Uniform Vehicle Code.

B. Annual report.

The initial report should be updated annually and cumulatively by the codes and laws study officer to reflect current differences between State traffic laws in effect on June 30 of that year and Chapter 11 of the latest edition of the Uniform Vehicle Code. The annual report should specifically describe legislative and other plans designed to achieve interstate uniformity among traffic laws such as these program activities:

1. Legislation enacted into law that eliminated prior material differences, created new differences, or that added traffic laws having no counterpart in the Uniform Vehicle Code.

2. Legislation that was proposed or introduced and not enacted into law, together with any explanatory information that may be available.

3. Legislation reasonably expected to be introduced at the next session of the legislature.

C. General information reports.

As a supplement to the initial and annual reports on traffic laws, the State is encouraged to:

1. Prepare general information reports on the status and progress of its codes and laws program, as well as any additional plans designed to achieve nationwide uniformity among traffic laws.

2. Consider formulating distribution lists for such reports, including, at least, the appropriate committees of the State legislature.

III. REPORTS ON TRAFFIC ORDINANCES

The State should encourage preparation of certain reports describing the status of its traffic ordinances. These reports should parallel the plans suggested in Chapter IV, paragraph III, of this volume, which were suggested as a means to effect a high degree of uniformity among traffic ordinances. The State should encourage establishment of the following report procedures as integral parts of an intrastate reporting system. In this respect, consideration should be given to:

A. A report showing those political subdivisions that have authority to enact traffic ordinances.

B. A report discussing the ramifications of having one Statewide traffic law that obviates the necessity for duplicate traffic ordinances.

C. Requiring local authorities to report adoption of any model traffic ordinance that may be developed or revised.

D. Requiring local authorities to report differences found in any comparison of their traffic ordinances with the latest edition of any model traffic ordinance developed in the State, the Model Traffic Ordinance, or State traffic laws.

E. Requiring such additional reports or information about traffic ordinances as may be necessary or desirable to assess the status of, or progress toward, uniform traffic ordinances.

F. Distributing information to local authorities that may assist in their progress toward uniform traffic ordinances.

IV. REPORTS ON PROGRAM EVALUATION

The State should incorporate the preparation of reports on the evaluation of the status and needs of its codes and laws program as an intrinsic part of its reporting procedures. Such reports should:

A. Include information on whether program objectives are being realized and whether program implementation is proceeding on schedule.

B. Identify program adjustments and determine program priorities.

V. REPORTS TO NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

To facilitate program planning, the National Highway Traffic Safety Administration intends to request from the Governor's Representative or the program manager information concerning the State codes and laws program. Information is expected to include the following:

A. Initial report on traffic laws.

B. Annual report on traffic laws.

C. Report on traffic ordinances.

This report should include reports describing the status of intrastate traffic ordinances as well as a summary of plans designed to achieve uniformity among such ordinances. These reports should include information of the types described in paragraphs III-A, III-B, and III-F of this chapter.

D. Reports on program evaluation.

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Par. I. Participation by Local Authorities
II. Assistance to Local Authorities

I. PARTICIPATION BY LOCAL AUTHORITIES

Since the general policy of the Department of Transportation is to encourage voluntary and effective local government action, local authorities have a high degree of responsibility for the success of any intrastate plans designed to achieve uniform traffic regulation. Therefore, every county, municipal, and other local board or body having authority to enact ordinances or to adopt regulations relating to traffic under the constitution and laws of the respective State should cooperate and participate in the development and implementation of plans to achieve uniformity among traffic ordinances within the State by assisting in:

A. Identifying municipalities having traffic ordinances.

B. Considering a Statewide traffic law obviating the necessity of duplicate ordinances.

C. Developing and maintaining an appropriate and adequate model traffic ordinance.

D. Comparing traffic ordinances with traffic laws or any model traffic ordinance.

II. ASSISTANCE TO LOCAL AUTHORITIES

Local authorities within the State should consider seeking such consultation, advice, or assistance from the respective State

League of Municipalities or other official organizations representing local authorities as may be necessary or desirable in developing or implementing plans to facilitate intrastate and interstate uniformity.

APPENDIX A

HIGHWAY SAFETY PROGRAM STANDARD 6

CODES AND LAWS

PURPOSE

To eliminate all major variations in traffic codes, laws, and ordinances, on given aspects of highway safety among political subdivisions in a State to increase the compatibility of these ordinances with a unified overall State policy on traffic safety codes and laws, and to further the adoption of appropriate aspects of the Rules of the Road section of the Uniform Vehicle Code. *

STANDARD

Each State shall develop and implement a program to achieve uniformity of traffic codes and laws throughout the State. The program shall provide at least that:

I. There is a plan to achieve uniform rules of the road in all of its jurisdictions.

II. There is a plan to make the State's unified rules of the road consistent with similar unified plans of other States. Toward this end, each State shall undertake and maintain continuing comparisons of all State and local laws, statutes and ordinances with the comparable provisions of the Rules of the Road section of the Uniform Vehicle Code.

*National Committee on Uniform Traffic Laws and Ordinances, Uniform Vehicle Code (Washington, D.C.: National Committee on Uniform Traffic Laws and Ordinances, Rev. ed. 1968 and supplement thereto).

APPENDIX B

GLOSSARY OF DEFINITIONS

This glossary defines those terms whose meanings may be unclear in the context in which they are used. These definitions are meant to apply only to the usage of these terms in this volume.

Local Authority - Every county, municipal, and other local board or body having authority to enact ordinances or to adopt regulations relating to traffic under the constitution and laws of any State.

Traffic - Pedestrians, ridden or herded animals, vehicles (including streetcars) and other conveyances either singly or together while using any highway for purposes of travel.

Traffic Law - Any State law, rule, or regulation relating to the movement of traffic, and enforcement thereof.

Traffic Ordinance - Any ordinance, rule or regulation adopted by a local authority relating to the movement of traffic, and enforcement thereof.

APPENDIX C

REFERENCES

The following is a selected list of recognized authoritative references which may be helpful in implementing the program specified in this volume of the Manual. This list is not meant to be a bibliography of all documents available in this field.

National Committee on Uniform Traffic Laws and Ordinances. Model Traffic Ordinance (Rev. ed. 1968 and Supplement I, 1972). National Committee on Uniform Traffic Laws and Ordinances, 1776 Massachusetts Avenue, N.W., Washington, D.C. 20036.

> The Model Traffic Ordinance is a specimen compilation of motor vehicle and traffic ordinances for use by a municipality and is consistent with the recommended State law embodied in the Uniform Vehicle Code. The provisions of the Ordinance are designed as a guide or standard for political subdivisions to follow in reviewing their traffic ordinances or for considering the development or revision of a model traffic ordinance.

National Committee on Uniform Traffic Laws and Ordinances. Uniform Vehicle Code (Rev. ed. 1968 and Supplement I, 1972). National Committee on Uniform Traffic Laws and Ordinances, 1776 Massachusetts Avenue, N.W., Washington, D.C. 20036.

> The Uniform Vehicle Code is a specimen compilation of motor vehicle and traffic laws, designed and advanced as a comprehensive guide or standard for State motor vehicle and traffic laws. The Code is reviewed periodically and revised where warranted by new developments in State and Federal laws and by practical experience.

National Committee on Uniform Traffic Laws and Ordinances. Traffic Laws Annotated (1972 and current Annual Supplement). National Committee on Uniform Traffic Laws and Ordinances, 1776 Massachusetts Avenue, N.W., Washington, D.C. 20036.

> Traffic Laws Annotated (TLA) reviews State laws and regulations on Rules of the Road, scope of traffic ordinances, uniform traffic-control devices, accidents and accident reports and certain definitions in the context of Uniform Vehicle Code provisions covering

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those subjects in Chapters 1, 10, 11 and 15 of the latest edition of the Code. This book replaces Uniform Vehicle Code: Rules of the Road with Statutory Annotations (1967, Supp. 1970).

National Highway Traffic Safety Administration, U.S. Department of Transportation. Rules of the Road Rated (August 1973, Vol. 2, No. 1. - DOT HS-800 905). National Highway Traffic Safety Administration, Washington, D.C., and Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

This publication continues the Traffic Laws Commentary series published prior to 1972 by the National Committee on Uniform Traffic Laws and Ordinances. Rules of the Road Rated shows how State traffic compare with the "Rules of the Road" chapter of the Uniform Vehicle Code and facilitates rapid identification of particular areas of a State's laws that may not be in substantial conformity with the Code, indicate areas of the statutory law where uniformity may be markedly poor on a nationwide basis, and identifies States whose traffic laws may need substantial attention on a priority basis as part of contemporary efforts to improve highway safety.

Traffic Institute, Vehicle Traffic Law (1961, Supp. 1970). Traffic Institute, Northwestern University, 405 Church Street, Evanston, Illinois 60204.

This book deals extensively with the legal phases of the principal Rules of the Road and has been geared as closely as possible to provisions paralleling those of the Uniform Vehicle Code. The author provides a general view of the legal requirements which govern and control the making and enforcement of criminal laws in general and traffic laws in particular. It also covers the elements, issues, and defenses as well as the development of traffic laws and ordinances in the United States.

APPENDIX D

REPRESENTATIVE PROJECTS

The following projects are intended to illustrate specific program activities that would materially assist in achieving the purpose of the Standard.

I. Suggested Projects

A. Compare State traffic laws with Chapter 11 of the latest edition of the Uniform Vehicle Code.

B. Compare definitions of terms used in State traffic laws with Chapter 1 of the latest edition of the Uniform Vehicle Code.

C. Design a codification of State motor vehicle or traffic laws that will employ the same numbering system as that used in the Uniform Vehicle Code.

D. Prepare drafts of State legislation necessary to achieve interstate and intrastate uniformity of traffic laws and ordinances.

E. Prepare and publish a study showing the authority of local authorities to adopt traffic ordinances, including the names of all local authorities having such ordinances.

F. Prepare and publish a study indicating the advantages and problems created by having preemptive State traffic laws that prevent duplicate traffic ordinances.

G. Develop and maintain a model traffic ordinance.

H. Compare traffic ordinances with State model traffic ordinance or with the Model Traffic Ordinance.

I. Compare traffic ordinances with State traffic laws.

J. Compile and update a workbook containing the texts of all traffic ordinances enacted by local authorities.

II. Examples of Projects

A. Virginia Traffic Laws and the Uniform Vehicle Code (Nov., 1967); Alaska Traffic Laws and the Uniform Vehicle Code (March, 1967); Missouri Traffic Laws and the Uniform Vehicle Code (Jan., 1967); Indiana Traffic Laws and the Uniform Vehicle Code (September, 1966); Kentucky Traffic Laws and the Uniform Vehicle Code (March, 1966).

Each study compares State traffic laws with provisions appearing in Chapters 1, 10, and 11 of the Uniform Vehicle Code on definitions, accidents, accident reports, and rules of the road. A copy of the Kentucky study was sent to the Governor of each State on April 14, 1966, by the Insurance Institute for Highway Safety. A limited number of the Kentucky and Virginia studies is available on a loan basis to the codes and laws study officer of each State from the National Committee on Uniform Traffic Laws and Ordinances, 1776 Massachusetts Avenue, N.W., Washington, D.C. 20036.

B. Model Traffic Code for Colorado Municipalities (1966), Colorado Highway Safety Council, State Office Building, Denver, Colorado 80203; Traffic Ordinance for Washington Cities (1966), University of Washington, Seattle, Washington 90105; Florida Model Traffic Ordinance, adopted by the Florida Legislature in 1957, appears in Fla. Stat. Ann. § 186.01 to .0194 (1966); Missouri Model Traffic Ordinance, adopted by the Missouri Legislature in 1955, appears in Mo. Stat. Ann. § 300.010 to .600 (Supp. 1966).

These are examples of model traffic ordinances designed to assist materially in efforts toward achieving intrastate uniformity among traffic ordinances. For a complete list of States having model traffic ordinances, see National Committee on Uniform Traffic Laws and Ordinances, Traffic Laws Annotated (1972), p. 821.

APPENDIX E

RESOURCE ORGANIZATIONS

This list is limited to organizations maintaining a staff that has had actual experience in performing comparisons of traffic laws or ordinances with provisions of the Uniform Vehicle Code. For a more complete list of resource organizations and individuals, see National Committee on Uniform Traffic Laws and Ordinances, Traffic Laws Annotated (1972), pp. 830-836.

American Association of Motor Vehicle Administrators
1828 L Street, N. W.
Washington, D. C. 20036

American Bar Association
Traffic Court Program
1155 East 60th Street
Chicago, Illinois 60637

Highway Users Federation for Safety and Mobility
1776 Massachusetts Avenue, N. W.
Washington, D. C. 20036

National Committee on Uniform Traffic Laws and Ordinances
1776 Massachusetts Avenue, N. W., Suite 430
Washington, D. C. 20036

National Highway Traffic Safety Administration
U. S. Department of Transportation
Washington, D. C. 20590

Traffic Institute
Northwestern University
405 Church Street
Evanston, Illinois 60204

U.S. GOVERNMENT PRINTING OFFICE : 1974 O - 561-815